

Message Text

LIMITED OFFICIAL USE

PAGE 01 USBERL 01859 01 OF 02 130704Z
ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-04 H-01 INR-07
L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15
USIA-06 IO-13 ACDA-07 EB-07 FAA-00 DOTE-00 COME-00
CAB-02 /087 W
-----031741 130733Z /13

R 121705Z JUL 77
FM USMISSION USBERLIN
TO AMEMBASSY BONN
INFO SECSTATE WASHDC 4911
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS
USMISSION NATO
AMEMBASSY BERLIN

LIMITED OFFICIAL USE SECTION 1 OF 2 USBERLIN 1859

E O 11652: NA
TAGS: PGOV EAIR WB GW US
SUBJ: CIVAIR - PROSPECTIVE AIR TAXI SERVICE FOR BERLIN

REFS: A) BONN 6214 (NOTAL); B) USBERLIN 1847; C) USBERLIN 1852;
D) USBERLIN 1842

SUMMARY: PROPOSAL FOR AN AMERICAN-OWNED AND OPERATED AIR TAXI SERVICE BASED IN BERLIN WOULD BE AN ASSET FOR THE CITY AND WOULD CONTRIBUTE TO ITS VIABILITY. ALTHOUGH SUCH SERVICE IS "NEW," AND EASTERN SIDE HAS HINTED THAT IT MIGHT BECOME A NEW ITEM OF DISPUTATION, WE ARE NOT INCLINED TO BELIEVE THAT ALLIED-SOVIET DEALINGS WILL BE GREATLY TROUBLED BY THIS MATTER. AIR BERLIN PERSONNEL ARE WELL QUALIFIED TECHNICALLY, ALTHOUGH SPECIFIC BUSINESS EXPERIENCE WITH AIR TAXI SERVICE IS UNTESTED. WE DO NOT THINK CAAS COULD CHALLENGE SERVICE SOLELY ON BASIS OF THE UNTESTED NATURE OF THE OPERATION. AS PROPOSAL IS NOW
LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 USBERL 01859 01 OF 02 130704Z

PUBLIC EXPECTATIONS ARE BUILDING ON THE GERMAN SIDE THAT SERVICE WILL SOON BE IN OPERATION. WE RECOMMEND APPROVAL BY CAA'S. END SUMMARY.

1. REFTEL A DESCRIBED PROPOSAL BY GROUP OF RECENTLY-FURLOUGHED PAN AM PILOTS AND AN AMERICAN BUSINESSMAN IN BERLIN TO ESTABLISH A BERLIN-BASED AIR TAXI SERVICE.

2. WE SHARE EMBASSY BONN'S VIEW THAT THE SERVICE WOULD BE A USEFUL ADDITION TO BERLIN AVIATION AND AN ASSET FOR THE CITY. IT WOULD PUT BERLIN INTO THE SAME CLASS OF SOPHISTICATION AS OTHER EUROPEAN CITIES, AND WOULD CONTRIBUTE TO BERLIN VIABILITY INASMUCH AS IT WOULD HELP IMPROVE BERLIN'S COMMUNICATIONS WITH THE FRG AND WESTERN EUROPE.

3. WE RECOGNIZE THAT AN AIR TAXI SERVICE IS "NEW", AND WE KNOW THERE HAS BEEN RELUCTANCE ON THE PART OF OUR ALLIES, NOTABLY BUT NOT EXCLUSIVELY ON THE PART OF THE BRITISH, TO DO "ANYTHING NEW" IN BERLIN. (THE GOODYEAR BLIMP AFFAIR ILLUSTRATED THIS OSTRICH-LIKE TENDENCY.) THIS RELUCTANCE IS, WE THINK, A HANGOVER FROM THE 1960S WHEN ANY CHANGE IN BERLIN WAS SEIZED UPON BY THE SOVIETS TO HAMMER THE ALLIES AND GENERATE A "CRISIS". SINCE THE QUADRIPARTITE AGREEMENT, HOWEVER, THE SOVIETS HAVE BEEN NOTICEABLY LESS INCLINED TO CONFRONTATION ON AIR MATTERS. THE LAST SERIOUS ATTEMPT TO INTERFERE WITH ACCESS WAS THE SOVIET CLOSURE OF THE CENTER CORRIDOR DURING THE NIGHT OF SEPTEMBER 29-30, 1970. SINCE THEN THEIR OBJECTIONS HAVE BEEN LARGELY CONFINED TO VERBAL COMPLAINTS IN DIPLOMATIC AND BASIC CHANNELS IN BERLIN. THEIR PROTESTS ON THE ZURICH SERVICE DID NOT GO BEYOND DIPLOMATIC LEVELS IN BERLIN. THEIR OBJECTIONS TO THE FLIGHT BY THE GERMAN-OWNED CESSNA TO TEMPELHOF ON AUGUST 31, 1975, WHILE EXPRESSED IN TERMS OF GREAT OUTRAGE, NEVER LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 03 USBERL 01859 01 OF 02 130704Z

WENT BEYOND MILITARY CHANNELS. ALSO, WHEN THE U.S. ARMY INTRODUCED A NEW AIRCRAFT (O-2) INTO ITS BERLIN INVENTORY IN FEBRUARY 1975, THE SOVIETS DID NOT REACT, ALTHOUGH THERE WAS CONSIDERABLE TREPIDATION ON THE ALLIED SIDE BECAUSE THAT PARTICULAR AIRPLANE HAD CERTAIN LIMITED COMBAT APPLICATIONS (IT IS USED TO OBSERVE ARTILLERY FIRE).

LIMITED OFFICIAL USE

NNN

LIMITED OFFICIAL USE

PAGE 01 USBERL 01859 02 OF 02 130726Z
ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-04 H-01 INR-07
L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15

USIA-06 ACDA-07 IO-13 EB-07 FAA-00 DOTE-00 COME-00

CAB-02 /087 W

-----031876 130733Z /13

R 121705Z JUL 77

FM USMISSION USBERLIN

TO AMEMBASSY BONN

INFO SECSTATE WASHDC 4912

AMEMBASSY LONDON

AMEMBASSY MOSCOW

AMEMBASSY PARIS

USMISSION NATO

AMEMBASSY BERLIN

LIMITED OFFICIAL USE SECTION 2 OF 2 USBERLIN 1859

4. MORE RECENTLY, THE SOVIETS HAVE HINTED THAT THE AIR TAXI SERVICE MIGHT BECOME A NEW ITEM OF DISPUTATION (USBERLIN 1753), AND WEST BERLIN COMMUNIST DAILY DIE WAHRHEIT HAS IMPLIED DISPLEASURE AT THE CREATION OF THE SERVICE. MOTIVATIONS IN RAISING THE AIR TAXI ISSUE ARE NOT CLEAR; AND WE CANNOT SEE ON WHAT SPECIFIC GROUNDS THE SOVIETS COULD OBJECT. WE ARE NOT INCLINED TO BELIEVE THAT TYUTYUNOV'S TENTATIVE COMPLAINT REPRESENTS THE FAMILIAR SOVIET DISCOMFORT WITH MEASURES WHICH IMPROVE BERLIN'S TIES TO THE WEST, AND THAT ISSUE WILL NOT GREATLY TROUBLE ALLIED-SOVIET DEALINGS. INDEED, IT MAY BE THAT THE SOVIETS HAVE ALREADY DECIDED THEY DO NOT HAVE A SOLID CASE FOR A FIRM PROTEST, AS THE EASTERN SIDE HAS NOW GONE PUBLIC IN ITS CRITICISM OF THE AIR TAXI SERVICE WITH WAHRHEIT AND NEUES DEUTSCHLAND ARTICLES (USBERLIN 1847 AND USBERLIN 1852).

5. AS REGARDS THE QUALIFICATIONS OF AIR BERLIN PERSONNEL,
LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 USBERL 01859 02 OF 02 130726Z

WE SHARE THE EMBASSY'S ASSESSMENT THAT THE AIR AND GROUND SUPPORT PEOPLE ARE FULLY QUALIFIED. WE ALSO UNDERSTAND THAT EMBASSY'S CONCERN WITH THE "BUSINESS KNOWHOW AND FINANCIAL STATUS" OF THE ORGANIZATION, BUT WE DISAGREE WITH ITS ASSESSMENT THAT THESE ARE "QUESTIONABLE." WE WOULD REGARD THEM AS "UNTESTED." AIR BERLIN BUSINESS MANAGER NELSON HAS A SUCCESSFUL RESTAURANT BUSINESS IN THE CITY, AND HE HAS BEEN IN BERLIN FOR 10 YEARS. HE SEEMS WELL ACQUAINTED WITH THE BERLIN COMMFWGCENE. HE OBVIOUSLY DOES NOT HAVE ANY AIR TAXI BUSINESS EXPERIENCE. THIS EXPERIENCE COULD ONLY BE FOUND IN SOMEONE BROUGHT IN FROM THE OUTSIDE, BUT THAT PERSON WOULD LACK NELSON'S CONTACTS IN THE BERLIN BUSINESS WORLD. THE BERLIN POLICE HOLD NO DEROGATORY INFORMATION ON NELSON.

6. IN THIS REGARD WE RECALL THAT THERE WAS SOME TREPIDATION ABOUT THE INTRODUCTION OF AEROAMERICA INTO BERLIN IN THE FALL OF 1974 WHICH WAS OCCASIONED BY UNCERTAINTY OF THE COMPANY'S FINANCIAL STATUS AND BUSINESS KNOWHOW IN THE FIELD OF EUROPEAN CHARTER SERVICES. IN THE LONG RUN THE DEPARTMENT DECIDED THAT THESE WERE JUDGEMENTS PRIMARILY FOR PRIVATE BUSINESSMEN EXPERIENCED IN THE RISK-TAKING THAT IS INEVITABLY INVOLVED IN ANY BUSINESS ENDEAVOR. FURTHERMORE, WE WONDER IF THE CIVIL AIR ATTACHES CAN CHALLENGE THE INITIATION OF THIS SERVICE SOLELY ON THE BASIS OF FINANCIAL CONSIDERATIONS. AGAIN IN THE CASE OF AEROAMERICA, WE RECALL THAT THE DEPARTMENT WAS RELUCTANT TO TURN DOWN AEROAMERICA'S APPLICATIONS ON THIS BASIS ALONE, AMONG OTHER THINGS, BECAUSE OF THE POSSIBILITY THAT AEROAMERICA WOULD HAVE A VALID CASE IN LAW FOR SUIT AGAINST THE DEPARTMENT FOR RESTRAINT OF TRADE.

7. FINALLY, EXPECTATIONS ARE BUILDING ON THE GERMAN SIDE THAT THE AIR TAXI SERVICE WILL SOON BE APPROVED BY THE CIVIL LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 03 USBERL 01859 02 OF 02 130726Z

AIR ATTACHES. SENAT DIRECTOR FOR AVIATION MATTERS (EMIG) TOLD US JULY 7 THAT HE COULD NOT IMAGINE THE CAAS TURNING DOWN A PROPOSAL WHICH WOULD GENERALLY BENEFIT THE CITY AND ALSO PROVIDE A READILY AVAILABLE AIR RESCUE SERVICE. THIS OFFICIAL GERMAN ATTITUDE TOWARD THE PROPOSAL WAS ECHOED IN

A RECENT PRESS ARTICLE (SUBERLIN 1842).

7. WE, THEREFORE, RECOMMEND THAT THE USCAA PRESENT THE AIR BERLIN PROPOSAL TO HIS ALLIED COLLEAGUES WITH A RECOMMENDATION THAT IT BE APPROVED. GEORGE

LIMITED OFFICIAL USE

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: BERLIN AIR ACCESS, SUPPLEMENTAL AIRLINES
Control Number: n/a
Copy: SINGLE
Sent Date: 12-Jul-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977USBERL01859
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770248-1066
Format: TEL
From: USBERLIN
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770765/aaaacefw.tel
Line Count: 205
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 47f1e66c-c288-dd11-92da-001cc4696bcc
Office: ACTION EUR
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 4
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 77 BONN 6214, 77 USBERLIN 1847, 77 USBERLIN 1852
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 02-Feb-2005 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 1883814
Secure: OPEN
Status: NATIVE
Subject: CIVAIR - PROSPECTIVE AIR TAXI SERVICE FOR BERLIN
TAGS: PGOV, EAIR, WB, GE, US
To: BONN
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/47f1e66c-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009